

BMW RACE DRIVER SERIES - REMITS 2019

Author: David Lawrence

That the committee relooks at the Turbo rule for the open class.

As this class is now controlled by time breaks, the need to control engines is now redundant.

BMW only makes Turbo engines now so older cars are disadvantaged for power, and some anomalies in which cars can and can't use Turbos.

Author: Martyn Seddon

Last round the 2K Cup got 135 minutes of track time on the Sunday
2lt open got 75 minutes over Saturday and Sunday

This is 80% more track time than what we got for the same price. Or was it less???

I would like to recommend that our first race be a 20 lap race. And qualifying 10 minutes.
Then back the 2 reverse grids for Sunday.

We seem to be getting sort changed by the organisers and we are probably paying the most,
so let's try and get a long race.

The longer race (20 laps) would need to be on Saturday so those that travel on Sunday don't
get held up.

Author: Grant Roe

Hi,

I don't think this is a motion to be voted on as such, as hard to see drivers voting against it, so possibly more of a technical change request/idea.

The gist of it is I believe "The minimum requirement for a WOF for the season for E30 class is that IF it is obtained within 30 days (or less) of the opening round each season", that it should be the only WOF required for the race season.

The race season is approx 6 1/2 month's long. so what if it expire's 2 weeks before the last race of the season, if I am reading the reg's right, the same car in the 2 litre class does not need a warrant at all which I find interesting/strange.

I park my car up as I'm sure many other driver's do for the 5 1/2 month off season. We are in effect been put in a position where we are having to go get a new warrant 2 weeks out from the end of the season to cover the last race weekend, and that's it, I got a valid warrant for the next 5 1/2 month's which is totally worthless to me.

Getting a warrant just to cover the last race meet is just a hassle and waste of time, money, and effort to me. Personally I have 3 other vehicle's in the household to get warrant's for each year + the racer X two the way it is now, since they only valid for 6 month's,

Driver's car's are in and out of the garage all season anyway, so been looked over way more than a standard road car for one.

Most guys give there car an overhaul during the off season too, which is a great time to fix that blinker that stopped working or whatever.

To fail a warrant for some miner thing, 2 week's out from the end of the season, is just a hassle you don't need - lets keep it simple, I work 40 hr's + a week, I got better things to do with my time than spend an extra Saturday morning getting another warrant that is practically worthless to me. I'm not driving the race car on the rd - I got a tow dolly, most driver's have trailer's.

Lastly - I been doing it this way for the last 3 season's anyway, what harm's it done - absolute zilch, not like someone is out checking warrant's at the 'season finale. Id just like to see it official, the way I see it, by the time the last meet come's along unless your up in the top 3 who care's, and then for what ? anyway.

Author: Shane Geddes

Any E30 car may be fitted with GPS/telemetry monitoring by the committee at anytime.

This would allow for easier measuring of performance and would allow for a "gauge" between competitors cars.

Example 1:

Driver A complains that Driver Bs car is too quick, telemetry is fitted. Driver B is shown to be exiting sweeper at 10kmph quicker. Case closed.

Example 2:

Driver A complains that Driver Bs car is too quick, telemetry is fitted. Driver A and B have similar exit speeds, Driver Bs car is seen to accelerate at a much quicker rate than Driver A or those around it.

The committee wouldn't have to go out and spend money right away, but it would give a potential tool to aid in parity.

2KCup has done something similar using cheap 10HZ receivers and racechrono.

Author: Tim James

Hi Race Series Organisers:

I would like to propose a remit for next year's BMW race series:

Remit:

- That BMW Mini Challenge cars race in the 2 litre Class.
- The cars would need to BMW Mini Challenge spec. as raced in the mid 2000's ie. Horsepower, wheel and tyre size and width, no additional aero, same weight limits etc.
- The BMW Mini Challenge cars would not get race points or be eligible for the 2 litre Class championship.
- If 3 or more BMW Mini Challenge cars enter and compete in the 2 litre Class, they could form their own sub-class within the 2 litre Class and compete for a minor Mini Championship.

Comment:

- The BMW Mini Challenge cars are in-appropriately categorised running in Open Class C.
 - The Open Class A and B are hindered in their race by a comparable slow car. This makes the fast cars start out of pit lane for 2 of the 3 races.
 - Due to the lack of cars comparable BMW Mini Challenge cars, there is no one to race!
 - Running in Race 1 in a BMW Mini Challenge car is basically starting in last place and trying not to be lapped by the field.
 - Running in Races 2 and 3 is trying to run, then being swamped in Laps 7 and 8.
 - The 2 litre Class fast cars are running at Hampton Downs circa 1:14 while the slower cars are running 1:26's, therefore the BMW Mini's would be mid pack at 1:21- 1:22. (although legend has it the Milan had a freak day and did a high 1:19)
 - If the remit was accepted it would be a positive step to bring Mini's back to the race meetings to get some racing!
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